काम अनुमोदित कर दिया गया है और इसे 225 करोड़ रुपए की लागत से 1993-94 के बजट में शामिल कर लिया गया है।

(घ) प्रश्न नहीं उठता।

Railway Accidents

3773 : DR. MURLI MANOHAR JOSHI : Will the Minister of RAILWAYS be pleased to state :

(a) what is the number of railway accidents in the country in 1990-91, 1991-92 and so far during 1992-93 and the number of accidents specifically during the same period in which moving trains have collided with stationary trains;

(b) what has been the loss of life and property of the passengers and of the Railways; and

(c) what are the main reasons of the accidents and what steps have been taken to ensure safety of passengers ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA) : (a) The number of railway accidents during 1990-91, 1991-92 and April 1992-February 1993 are :

1990-91	=532
1991-92	=530
April '92-February '93	=481

Train accidents during the same period in which moving trains have collided with stationary trains:

1990-91	=28
1991-92	=23
April '92-February '93	=25

(b) The loss of life in train accidents during the period is :

	No. of persons killed
1990-91	=340
1991-92	=229
April '92-February '93	=263

Cost of damage to railway property.

Year	(Rs. in lacs)
1990-91	= 7771.8
1991-92	= 2538.8
April '92 February '93	= 3799.2

Separate statistics for the loss of property of passengers are not maintained.

(c) The main reasons for the train accidents have been identified as follows :—

(i) Staff Failure

(ii) Negligence of road users

(iii) Failure of track, sudden rail fracture and sinkage of track due to heavy rains, etc.

(iv) Defect in the mechanical equipment of the coach, wagon or locomotive like wheel, undergear or springs etc.

(v) Sabotage.

Steps taken to reduce train accidents

The steps taken to avoid such accidents include removal and rehabilitation of over-aged assets like track, bridges, rolling stock, etc. Intensive inspections are also carried out of signalling & telecom gears, maintenance depots of wagons and locomotives and quality of out-turn from the workshops. Staff in operational categories are given intensive training and their performances are monitored. In addition, inspection of track and examination of coaches, wagons and locomotives have been intensified. Ultrasonic testing of rails and axles are being resorted to identify fractures. Drivers are being monitored and counselled with regard to their driving techniques.